

25X1C4a



STANDING OPERATING PROCEDURE  
NUMBER 50-3055-16

9 October 1967

F-101 CHASE RESPONSIBILITIES AND PROCEDURES

1. PURPOSE: To establish responsibilities and standard procedures for the scheduling and conduct of chase missions.
2. SCOPE: Applicable to all operations supervisors, scheduling personnel, and those aircrews designated as chase pilots.
3. RESPONSIBILITIES: Each pilot designated to perform chase duties will receive a chase checkout under the direct supervision of an IP. Checkout will require satisfactory demonstration of join-up and formation proficiency with [REDACTED] aircraft. Successful completion of the chase checkout (minimum of one sortie) will be recorded on AF Form 8 and filed in the individual's training folder.

4. PROCEDURES:

a. An F-101 aircraft and pilot will be scheduled as "standby chase" to cover entire period of [REDACTED] flying both day and night. Standby chase may be either "ground alert" or "airborne alert".

(1) If ground alert, the pilot assigned will have clearance filed and aircraft cocked for ASAP takeoff beginning at [REDACTED] takeoff time. Pilot will keep the Command Post advised of his whereabouts at all times and will keep an operations vehicle with him during alert periods when he is absent from the operations complex.

(2) Airborne standby chase will remain in local area or SOA in continuous radio contact with either tower, [REDACTED] and may conduct individual training as long as fuel remaining permits completion of standby chase requirements. While holding in local area, chase pilot will advise tower of position and altitude of holding area if VFR or request assigned altitude for holding in Jinx 1 holding pattern if necessary to hold IFR.

OPR: DCO

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25X1A2g b. The Command Post will direct the launch of F-101 ground alert and advise airborne alert pilots of chase requirements any time a [REDACTED] aircraft declares an emergency or requests a chase aircraft. Anytime a chase sortie is implemented the Command Post will advise the SOF and/or DCO.

25X1A2g c. Chase pilots will not join in formation with [REDACTED] aircraft unless they have received specific direction or have been specifically requested by a [REDACTED] pilot.

d. The following chase procedures will be complied with:

25X1A2g (1) Chase aircraft will join up on same channel as the [REDACTED] and advise of his position and intentions. He will normally remain on same channel as [REDACTED] throughout formation period.

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(2) Join up will only be made in VFR conditions.

(3) Wing tip and vertical clearance will be maintained during all formation flying.

(4) IFR formation flights will only be attempted if aircraft are stabilized in formation prior to entering IFR condition.

(5) Lost wing man procedures will be used as outlined in Chapter 6, ADCM 51-101.

25X1A2g (6) Chase pilot will accompany [REDACTED] only as long as necessary to complete the chase requirements.

25X1A2g (7) [REDACTED] will be inspected for any unusual conditions, fluid leaks, missing panels/parts, landing gear retraction/extension, or as requested by the [REDACTED] pilot.

25X1A2g (8) Normally chase functions will be discontinued once the [REDACTED] aircraft arrives in the immediate local area. Chase may be continued through landing pattern only in cases that require his presence, such as airspeed or flight instrument malfunctions. In such cases, chase will be positioned to the East side of the runway and descend no lower than is absolutely necessary to get the [REDACTED] safely on the ground. When chase is discontinued in the traffic pattern, the chase pilot will insure he does not interfere with the traffic pattern of other aircraft.

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(9) Chase pilot will keep the [REDACTED] pilot and appropriate controlling agency advised of his intentions at all times.

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(10) The safety of the [REDACTED] or chase aircraft will not be compromised in the performance of chase sorties.

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[REDACTED]

Colonel, USAF  
Deputy Commander for Operations

[REDACTED]

Colonel, USAF  
Commander